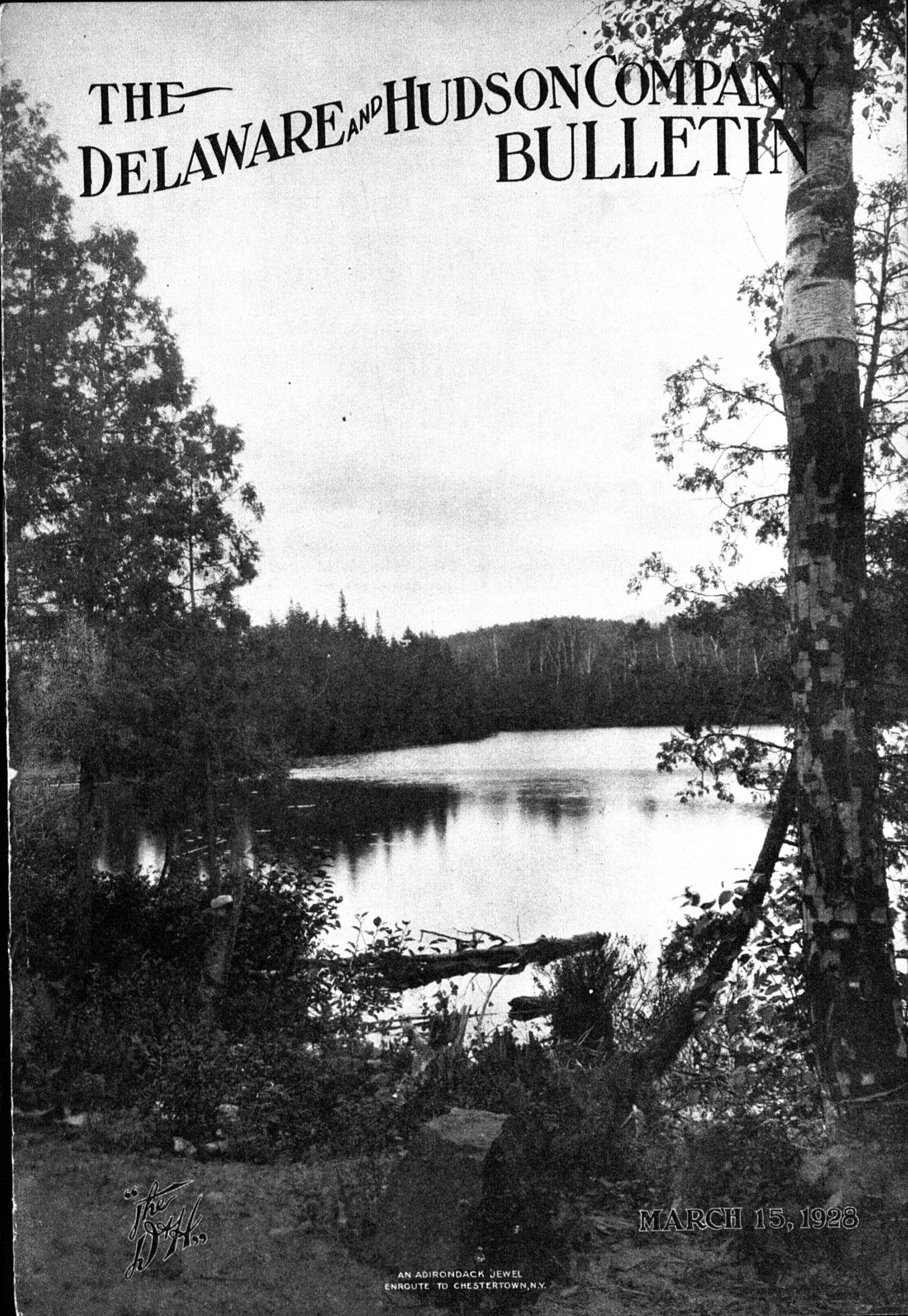
THE DELAWARE AND HUDSON COMPANY BULLETIN



"the D&H"

MARCH 15, 1928

AN ADIRONDACK JEWEL
ENROUTE TO CHESTERTOWN, N.Y.

I Am A Railroad Man

WHETHER I sit on the right side of a locomotive and handle the throttle, or on the left side and handle the scoop —

Whether I wear a blue uniform on a fast passenger train, or blue overalls on a dinky way freight —

Whether I sit in the train dispatcher's office and issue orders, or in a lonely station in the woods and receive them —

Whether I sit at a drawing board and plot curves and angles, or work on the track under the summer sun and in the winter's storms —

Whether I am general manager or a "car-knocker"; a superintendent or a "tallow pot"

It makes no difference; I AM A RAILROAD MAN.

And being a Railroad Man, I am an integral and essential part of the great machine that is Transportation. Because of me and my fellow Railroad Men, the people of this great country travel swiftly and safely; the food they eat and the clothes they wear are available for their use.

I am proud to say it again — I AM A RAILROAD MAN.

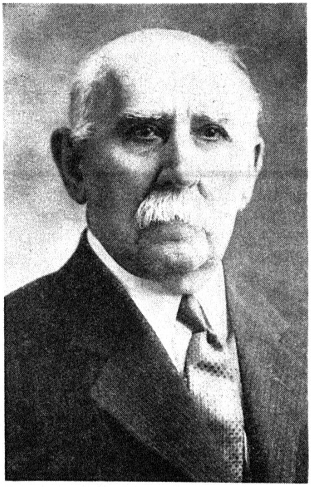
— *Maine Central Magazine.*

"The D&H" The DELAWARE AND HUDSON COMPANY "The D&H"
BULLETIN
Vol. 8 Albany, N. Y., March 15, 1928 No. 6

An Old School Graduate

Railroading Was Revolutionized and Children Attained Parenthood During Time "Gene" Richards Was "Doing His Stuff" Around "The Big Horn"

FANCY gets us away to a pleasant jaunt down through the years that have settled one by one into the memorable past, whenever the opportunity of talking to a railroad man whose experiences date back to an era of which we know nothing at all except what these men and history tell us, is presented. The cars, the locomotives, the methods of operation then in vogue, and even the road itself winding through a more or less unsettled country, all so strange when compared with the highly developed railroad machine of today, seem to mystify us. How enthusing; but may we not expect too much? An imaginative mind does not always make proper allowances.



EUGENE H. RICHARDS

The thrill we expect our veterans to give us in a retrospect of their individual careers we may not realize, simply because that which we ask them to talk about was very commonplace with them in a sense no less than that in which we find the several phases of our work commonplace. It is true that when on occasions they meet by themselves, they actually exchange some "good ones," some of those tales for which our fancy causes us to be keenly expectant when we are permitted to visit with them, but at other times they are habitually reticent. Reticence, we are therefore led to believe, is born of accomplishment.

Whether or not the preceding paragraphs contain a single interesting or constructive thought we will leave for our readers to decide, for they have been constructed in defense of what is to follow. In this particular instance we are willing to charge ourselves with a feeble effort made more feeble by the reticence of the one around whose fifty-two years and nine months of continuous railroad work, this story is woven. Like President Coolidge, he "does not choose" to talk for publication, having acceded, however, insofar as the details we will shortly present, in consideration of the splendid treatment he has always enjoyed since when on April 15, 1874, he entered the employ of The Delaware and Hudson. Anything that might exceed a plain statement of fact, even a bit of effervescent enthusiasm, he would loathe.

With these few facts established may we now introduce **Eugene H. Richards**, of 104 Hudson Avenue, Green Island, N. Y., retired locomotive engineman? A very plain introduction, but very much as he would have it if our interpretation of his wishes is correct. However, in order that those readers of *The Bulletin* located "around the big horn," described by the Troy-Eagle Bridge-Castleton-Whitehall loop, may know at the outset exactly who is meant, we'll say it's "GENE" RICHARDS, as he was so well known in the days when he piloted one train or another through the country just mentioned. It has sometimes been argued that an engineer lives something of a hermit's life up in "his cab," whereas the conductor basks in the favor and acquaintance of the public. "GENE," however, is one exception. Everybody knew "GENE;" he hauled boys and girls who later as men and women entrusted their children to his care while at the throttle he exercised the kind of judgment that gave him a record of which, even in his reticent way, he may well be proud. Hereafter we, too, will speak of him as "GENE."

Born in the family home in Sanders Street, Whitehall, N. Y., February 27, 1853, he was the eldest of four children, three sons and a daughter, of the late Ralph Richards, at that time the head of the Whitehall school. Three or four months later, however, the family moved to Hampton where the father engaged in farming. "GENE" attended school at Hampton and at Fair Haven until he was eighteen years old, when he joined his father in the work on the farm and remained with him until he began his railroad career.

His debut was made at Salem, as a locomotive fireman. That part of the road, then as now, was known as the Rutland and Washington although it had lost its legal identity as such on May 23, 1865 when it was sold to William Hart who included it in a corporation known as the Troy, Salem & Rutland Rail Road Company which was granted approval on June 3, the same year. Twelve days later, or on June 15, 1865, it was consolidated with The Rensselaer and Saratoga Rail Road Company, the property of which was leased to The Delaware and Hudson in 1871.

An uncle, who was foreman in the Troy and Boston's roundhouse at Middleburg Street, Troy, was a personal friend of Fred Kegler, then the master mechanic at Salem where a roundhouse, back shop and car shops were located, and on learning that Kegler needed a fireman recommended "GENE." "GENE" got the job and went to work with George Downs on the *Montreal*, the last locomotive purchased by the Rensselaer and Saratoga before the road was leased to The Delaware and Hudson. It was a soft coal burner, having two pairs of drivers and 16 by 24-inch cylinders. They hauled a mixed train, between Eagle Bridge and Rutland, and tied up either at Rutland or Salem. No more than thirteen or fourteen cars could then be handled over the grade between Salem and Rupert.

The Rutland and Washington was an important road in those days as it formed a link in the only route to the north through that part of the country. In addition to its regular freight and local passenger service, two sleepers ran nightly. They were delivered by the New York Central to the Troy and Boston at Troy and moved via Eagle Bridge to Rutland, thence over the Central Vermont to St. Albans where they were delivered to the Grand Trunk.

Salem, with its railroad shops, thrived likewise. The old machine shop is still standing—just a shell of its former self. It adjoined the roundhouse, a building of thirteen stalls completely roofed over and equipped with a turntable, and it was this design that probably gave expression to the use of the term "back shop" now so often employed when referring to a railroad machine shop. Six locomotives tied up there and were, as he recalls, the *Warren*, *J. A. Griswold*, *Major Cornell*, *E. Thompson Gale*, *Merritt Clark* and the *Montreal*. The *Clark*, a Taunton "Z" hooked locomotive, was later sold.

The most of his firing was done for Alec Pratt, on the *E. Thompson Gale;* S. W. Hiscox, on the *Warren;* and Horace Clark on one of the sleepers. He fired in freight service for about a year when he got the sleeper job in the spring of 1875 and held it until the road was opened north of Whitehall to Rouses Point, when the sleepers were discontinued.

"We had no Sunday trains, but had to work harder on Sunday than on week days," he recalls as he tells how Kegler insisted on the locomotives looking like new when they went out on the road on Monday morning. The work of cleaning and polishing was carried to such an extreme that castile soap was furnished for the final sponging. On occasions when Kegler had no extra engineer to send out, the oldest fireman would be called for a run and in this way "GENE" did some running before being promoted.

His promotion to an engineman dates from New Year's day, 1880, and he first was given the West Rutland quarry job and the *General Clark*, an inside connected locomotive with five-foot drivers and 14 by 20-inch cylinders. That summer he was on the "Hill" freight, with the *Warren*, making two round trips daily between Rutland and Whitehall. Jim Cuniff was his fireman and Billy Boulter, who years later was killed

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Track Work Shows Improvement

Close Competition Features Second Prize Section Contest and a Notable Improvement In All Phases of the Work Is General Over Entire System

"EACH one to his own trade." Railroad men, no less. The motive power official accordingly boasts that "the locomotive is the heart of transportation, and the greatest single factor in shaping the history of this great nation of ours." But does he get away with it? Not unchallenged. The car department executive confidently counters with a declaration attributed to Herbert Hoover, secretary of the United States Department of Commerce, to the effect that "railway cars are the red blood corpuscles of commerce." And all the while the maintenance of way man smiles smugly. "Would not the heart and the corpuscles it keeps ever on the move function without avail were it not for the 'arteries,' the permanent way, that I maintain in a healthy condition and otherwise physically fit?" he wonders. Surely these "arteries" must be capable of at all times sustaining the strain to which the "heart" may subject them and thereby preclude the possibility of a congestion of corpuscles and a subsequent breaking down of the entire system.

Three score years ago at least, the need of a strong, durable and up-to-the-minute permanent way was conceded as being a first requisite to the safe and economical operation of railroad trains. The State Engineer and Surveyor of the State of New York in his annual report for the year ending September 30, 1868, said, in substantiation of this contention, that—

" * * * The strength and durability of a given track is the feature that limits the amount, and hence the economy of transportation that can be done upon it * * *

" * * * The steam engine and the vehicle may be adapted to high speed with comparative ease and economy, but every rail, every joint and every sleeper, from the Atlantic to the Pacific, and between all the centers of population, must be maintained in a condition not only to bear fast trains safely and smoothly, but to endure the quadrupled strains and percussions due to a double speed.

"Every increment of 'work done' upon a railway, every increase in the weight, number or speed of the wheels, every economy of concentrating labor and power, brings an increased demand for endurance directly upon the permanent way. And, indirectly, the quality of the permanent way determines the economy of power of traction and maintenance of engines and rolling stock."

It is a far cry from the strap rail first used on our gravity road between Carbondale and Honesdale and the unballasted and otherwise poorly designed roadbed which were a constant source of worry to pioneer railroad men, to the scientifically constructed permanent way of today, maintained also in keeping with scientific standards. This development of a century has been no less wonderful than that which has been wrought in the design and construction of locomotives and cars. It represents, of course, the investment of fabulous sums of money, yet this was necessary and continues necessary yet today if the railroads are to remain the world's greatest agency of transportation.

Spurred by an earnest desire to benefit by the highest standard obtainable in track maintenance, the Management of The Delaware and Hudson in 1926 inaugurated a "Prize Section Contest," which promised substantial cash awards to track foremen who might, with an economical employment of labor, excel other foremen in the particular class of work in which they were eligible to compete. The *best* was the only objective in mind and the results obtaining at the close of the contest so far exceeded anything that had been conceived that it was decided to continue the contest another year, that is, from May 1 to October 15, 1927. And again a notable improvement in track conditions was the result.

The task of judging the work of the contestants is a most exacting one. In addition to a general committee, separate committees check each of the following: line; surface; neatness, drainage, et cetera; and tool houses and stations. Each member of each committee is provided with a book in which he enters the ratings he deduces and when the inspection has been concluded all books are turned into the office of the engineer maintenance of way where the data they contain is drawn off and computed. As these committees work independently and their organization is such that no member judges any of the work coming directly under his jurisdiction, the chance of bias or partiality is eliminated. The winners are congratulated by the engineer maintenance of way, and all others are advised by letter of wherein they failed.

Mental judgment is not the determining factor altogether. Accuracy is sought and that this may be obtained a track recording machine, of French manufacture, was used in determining track conditions as they existed at the close of the last contest. This is a small but highly sensitive instrument of not more than sixty pounds, which is placed on the floor of the inspection car over the center line of the rear truck and records such important data as that which reflects the effects of train impact, i. e., rolling, braking and acceleration; lateral shocks or movements, curve elevations, bad alignment on curves and tangents, bad gauge, et cetera.

A list of winners in the various classes is given at the close of this article, but considerable other data is also worthy of consideration. First of importance is the general improvement over conditions which existed at the close of the first contest, as may be determined by a comparison of 1926 and 1927 ratings. The final average for the entire system for 1927 was 85.05 per cent as compared with 71.4 per cent in 1926. The Susquehanna division again ranked first with 88.79 per cent as against its 80 per cent in 1926. Sub Division L, on the Champlain division, which had a mark of 79.5 per cent in 1926, won, however, the highest rating, 93.02 per cent, of any, thereby outdistancing Sub Division D, of the Susquehanna division, which captured similar honors in 1926 with a rating of 83 per cent, and had a rating of 89.62 per cent for 1927.

One of the biggest surprises of the entire contest was the close competition for the "System Main Line Section" first prize which was won in 1926 by L. Delasco, foreman of Section 9, Sub Division E, Susquehanna division with a rating of 97.2 per cent, with C. Woodbury, foreman of Section 7, Sub Division H, Saratoga division, a runner-up with 94 per cent. This year, however, Mr. Delasco became the runner-up with 99.6 per cent, a rating of which any foreman might well be proud, and the highest award went to N. Deso, foreman of Section 8, Sub Division L, Champlain division, who scored a full 100 per cent. These are only a few of the many interesting comparisons that might be made, but will suffice to show the extent of the improvement made between 1926 and 1927. The awards in each year totaled $1,800 and for 1927 were made as follows:

BEST MAIN LINE SECTION—ALL DIVISIONS

Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	L	8	100.0	N. Deso*	Cooperville	$50 (1st)
Susquehanna	E	9	99.6	L. Delasco**	Schenectady	25 (2nd)

* Won second prize for "Best Division Main Line Section" in 1926.
** Won first prize for "Best Main Line Section—All Divisions" and for "Best Division Main Line Section" in 1926.

BEST BRANCH LINE SECTION—ALL DIVISIONS

Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Saratoga	I	6	91.1	H. F. Parker	Warrensburg	$50 (1st)
Champlain	M	11	88.2	J. Battisti	Onchiota	25 (2nd)

BEST DIVISION MAIN LINE SECTION

Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	L	8	100.0	N. Deso	Cooperville	$100 (1st)
do	L	3	97.2	G. Ciccone	Plattsburg	50 (2nd)
Saratoga	H	7	97.4	C. Woodbury*	Smith's Basin	100 (1st)
do	F	9	96.6	J. Palmer	Waterford Jct.	50 (2nd)
Susquehanna	E	9	99.6	L. Delasco	Schenectady	100 (1st)
do	D	2	98.3	H. McKinty	Esperance	50 (2nd)
Pennsylvania	C	2	95.1	L. Dillelo	Center Village	100 (1st)
do	A	18	94.8	D. Cicio**	Mayfield	50 (2nd)

* Won second prize for "Best Main Line Section—All Divisions" and first prize for "Best Division Main Line Section" in 1926.
** Won second prize for "Best Division Main Line Section" in 1926.

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Where Do Railroad Earnings Go?

Knowledge of This Subject Will Cause Many Erroneous Views to Give Way to a Better Understanding of This One Vital Railroad Problem

By SAMUEL O. DUNN, *Editor*, Railway Age

THE total earnings now collected by the railways for the service rendered by them in carrying freight, passengers, mail and express, exceed six billion dollars a year. That is a huge sum. Many persons, including numerous railway employes, wonder what is done with all of it, but do not investigate to find out. The result is that many have quite erroneous views regarding the matter.

It would be a good thing for both the railways and their employes if more employes knew just what becomes of all the earnings. If more of them knew this they would understand better the relation that exists between the earnings collected, the wages paid and the other expenses that must be met. Such understanding on the part of employes undoubtedly would influence regulation of railways, help increase efficiency of operation and thereby contribute to making it possible both for the employes to get higher wages and the railway companies to make larger net earnings.

The figures of total earnings, operating expenses, wages, and so on, are so big that the human mind can hardly comprehend them. There is, however, a simple way of reducing them to a basis on which most people, and especially every intelligent employe, can easily comprehend them and grasp their significance. This is by dividing each of the huge figures by the total number of employes. This will show how much is the investment in the railways per employe. It will show how much earnings they take in per employe, and also what they do with the earnings, in figures that will be small, and also, I believe, very interesting to employes.

The number of employes in 1926 was 1,779,281, Total earnings were $6,382,939,546. This was an average of $3,587 per person employed. In other words, if the total earnings had been equally divided among the employes each of them would have received $3,587.

The average wage actually paid per employe in 1926 was $1,656. But not all of this was paid from earnings. The railways spend every year hundreds of millions of dollars of capital on enlargements and improvements of the properties. Labor is employed in making these enlargements and improvements, and $129 of the average wage per employe was charged in 1926 to "capital account." This leaves $1,527 of the average wage that was charged to operating expenses and paid from the year's earnings. What was done with the rest of the $3,587 per employe that was collected in earnings?

There was paid out of it $681 for materials and supplies. These were used in maintaining the properties. Of course, these materials and supplies were as much required as the labor that was employed in the maintenance of locomotives, cars, tracks. etc.

The next largest item of operating expense was the cost of fuel for locomotives. It amounted to $229 per employe. Of course, a locomotive can no more be run without fuel than without an engine crew.

Next there was an item of $58 per employe for loss and damage to freight, injuries to persons, and insurance. When freight is lost or damaged while being transported the railway company has to pay for it. It also has to pay for injuries to employes, passengers and other persons for whose safety it is held to have been responsible.

Another item is $130 per employe for "depreciation and retirements." These are expenses of which account must be taken under the accounting rules of the Interstate Commerce Commission.

The taxes paid by the railways to the local, state and national governments amounted to $219 per each person employed by them. It is an old saying that, "Nothing is more certain than death and taxes." The railways must, of course, pay whatever taxes the governments levy upon them.

Each railway uses some property that does not belong to it. For example, many private corporations own coal cars, refrigerator cars, et cetera, and a railway when it uses them has to

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O Spirit land! Thou land of dreams!
A world thou art of mysterious gleams,
Of startling voices and sounds of strife,
A world of the dead in the hills of life.
—MRS. HEMANS.

Return of the Iron Horse

YEARS ago the coming of the first railroad train was the cause of great rejoicing. To any community it meant cheap and dependable communication with the outside world. But with the passing of years and the recurrence of petty annoyances common to any utility with which man has daily contact, the real value of railroads has been forgotten. There have been those who even advocated pulling up railroad tracks altogether. Northern Vermont was no different in this respect than other parts of the country when, in a few hours last November, floods swept away bridges and track of the Central Vermont Railway and left many towns without any railroad communication whatever. But last week, when after prodigious effort the line was again opened for traffic, there was a different atmosphere. In the intervening three months the people of those Vermont communities had come to a new understanding of the railroad. The automobile, motor truck and motor bus had all proved useful, but they could not supplant the railroad. As the first train moved over the reconstructed tracks of the Central Vermont Railway it was welcomed joyously everywhere. Towns were decorated for the occasion and the larger cities brought out their bands and gave the railroad officials a formal welcome. Once more the whistle of a locomotive echoing through the valleys of northern Vermont was a welcome sound. It told the people that they no longer were cut off from the outside world. And to the world it announced that Vermont has recovered from the staggering blow dealt it by the floods of last fall.

—*Engineering News, Record*, February 9, 1928.

In Defense of Trainmen

WITHOUT entering into the merits of the case of the passenger who brought suit against a trainman on the Long Island Railroad because he forced the passenger to leave the train on refusal to produce a ticket or its equivalent in cash, it may not be amiss to say a word in praise of the patience and usual courtesy of the average railroad employe.

Conductors and trainmen on lines like the Long Island which handle an enormous commuter traffic are under instructions invariably to be courteous to passengers. This courtesy is not always reciprocated. Hardly a day goes by without a trainman having to listen patiently to personal abuse from a passenger who has taken the wrong train, or who has left his ticket behind, or who refuses to obey one of the rules of the company.

What the passenger forgets is that these men are agents whose duty is to enforce the regulation about tickets and other similar matters. However disagreeable it may be for the passenger to be informed that he is in error, he is at fault to resent this as a personal affront and in return to be rude to the trainman. Even on those rare occasions when the latter, often under the strongest provocation, loses his temper, there is nothing to be gained by "talking back."—*New York Times*.

The Man Who Wins

IT is not the man who growls all day,
And says that the world's unfair—
Who thinks the troubles that come his way
Are doubly more than his share—
Who drops his pack with a heavy heart,
As soon as trouble begins
And cries with a frown "You've got me down"—
He is not the man who wins.

The man who wins is the man who will dare
To laugh in misfortune's face—
Who pushes ahead with a right good air,
No matter how hard the pace—
With a thankful heart for the smiling sky,
And a thankful heart for the rain—
He finds each day will more than pay
For yesterday's toil and pain.

—ANONYMOUS.

Dead Bank Robbers Wanted

Texas Bankers, Taking the Law In Their Own Hands, Will Pay $5,000 Each For Dead Robbers, But Not One Cent for A Hundred Live Ones

IN every one of the fifteen hundred or more banks in Texas a sign is prominently displayed, which reads as follows:

"$5,000 REWARD

DEAD BANK ROBBERS WANTED

$5,000 *Cash Will Be Paid for Each Bank Robber Killed While Robbing a Texas Bank.*

"The Texas Bankers Association offers a standing reward of $5,000 for each dead bank robber, killed while in the act of robbing a member bank in Texas. No limit as to place of killing—in the banking house, as the robber or robbers leave the bank, as they climb into their car, ten or twenty miles down the road as they flee, or while resisting a posse giving chase. This reward applies to night attacks as well as daylight holdups.

"The Association will not give one cent for live robbers. They rarely are identified, more rarely convicted, and most rarely kept in the penitentiary when sent there—all of which operations are troublesome and costly.

"But the Association is prepared to pay for any number of dead bank robbers killed while robbing its member banks, at $5,000 apiece.

$5,000 in cash will be paid for the killing of any robber while robbing

THIS BANK

$5,000 for each DEAD ROBBER—not one cent for a hundred live ones."

This is, of course, a public announcement by a body of the most intelligent and influential people of the State, backed by hard cash, that the administrative and judicial branches of the State government are a flat failure and no longer function.

There are those who feel that in many other states government has broken down as definitely as in Texas. If this is the case, it should be the first concern of every citizen. What is the evidence that the Texas Bankers Association brings forward? Its president, W. M. Massie, writing for *Bunker's Monthly*, a magazine designed primarily for Texas readers, and pledged to tell the truth about Texas without exaggeration or misrepresentation and to explain Texas to the outside world, sums it up as follows:

"During the past eight years there have been 140 successful bank robberies in Texas, in which the robbers got away with $564,065, and during the same period only thirty convictions of persons charged with bank robbery. And a number of those who were convicted were soon at liberty and free to commit more bank robberies. Some were pardoned, some escaped. Two of the robbers who were wounded in the attempt to rob a bank in Cisco recently were released from the penitentiary during Mrs. Ferguson's administration as Governor on a conditional pardon.

"During the three years ending December 31, 1927, there were 43 daylight holdups of banks in Texas. I do not presume to explain it, but the daylight bandit is usually of the younger generation. And some of these have discovered that it is comparatively easy to hold up a bank in the daytime. These idlers of the younger generation have no respect for human life. They will shoot on the slightest provocation, and without qualm. And it is this circumstance which makes daylight robbery comparatively easy for them. One small bank in Texas has been robbed five times in an incredibly short period, and every small bank has been in constant danger. Nor can this situation be protected by insurance. During recent years the increase of daylight holdups has been so rapid and so uniformly successful, especially in the case of small and relatively isolated banks, that the risk has been getting beyond the pale of any kind of insurance.

"If one will consider a moment it will be seen that to such persons daylight robbery is easy. All kinds of people come into a bank every day during banking hours, and there is no way of distinguishing the man who intends to rob it. There was a recent robbery in which a nice looking young man strolled up to the teller's window and smilingly asked: 'Has this bank ever been robbed?' And when the teller, in quite as pleasant a manner, informed him that it had not, the young man, still smiling, shoved a gun into the teller's face and remarked, 'Well, it's going to be robbed now. Put up your hands.' To such men as I have described it is as easy as that. And as a rule the bank's officers have no more warning of what is going to happen than that. Once they are covered with murderous-looking weapons in the hands of men whom they have every reason to believe will not hesitate to shoot to kill—they are helpless.

"The daylight bandit has all the advantage over the men he is robbing. In the first place he usually chooses his time well and in all other particulars the robbery is carefully planned. Such men usually go in well-organized bands, and they work out every detail beforehand, including the manner of escape. They have different places of rendezvous, and there are usually other members of the band, not directly participating in the robbery, who can be counted on to assist the robbers in making their final getaway. Once they are out of the bank and speeding away with the bank's funds in an automobile, it is almost impossible to catch them. Even when they are overtaken and surrounded by a posse, which until we offered our reward happened only infrequently, it is very difficult to take them alive.

"It had begun to look as if there were no risk at all in robbing a bank in the daytime. There were fifteen daylight bank robberies at regular intervals during the first nine months of 1927. If the stopping of bank robberies involved killing the robbers, then the robbers must be killed. We could not permit the situation to continue getting more intolerable every day."

As bad as this situation was, it was not the State of Texas that undertook its correction. It was the Texas Bankers' Association who determined to make bank robbery unhealthy in Texas, and the banks of the State, no matter how small or isolated, reasonably secure.

"It claims to be acting well within its rights under the law, and under the provisions of the State and Federal Constitutions. It does not infringe the rights of any citizen, but on the contrary follows a course believed to be in the interest of the public welfare and in accordance with the soundest public policy. It is launched upon this policy for an indefinite period and expects to make it more difficult to rob a bank in Texas and get away alive than anywhere else in the country. The decision not being lightly arrived at, it represents a firm determination and a settled policy.

"They are satisfied that there is now only one way to stop a daylight bank robbery after it gets started, and that is to shoot the robber and shoot to kill, either during the progress of the robbery, if chance affords oportunity, or when he and his confederates are leaving the bank.

"As to the results secured, they have exceeded expectations. Not only have two bank robberies been prevented within the space of six weeks, whereas, with a single exception, not one had been prevented during the previous eight years, but members of a gang which seems to have been responsible for a great number of holdups during the past two years have been rounded up. There has been a greater number of arrests on the charge of bank robbery in Texas during the past six weeks than during the previous two years.

"Since the rewards were posted the following has happened:

1. Three bank robbers have been killed while in the act of robbing banks, and two wounded, one probably fatally.

2. Only one successful bank robbery has occurred during the six weeks the reward offer has been in effect.

3. The leading members of a well-organized gang, responsible for numerous bank robberies during the past two years, have been captured.

4. One bank robber has been sentenced to the electric chair by a Texas jury, probably the first time that bank robbery with firearms, in which no killing has taken place, has been seriously regarded as a capital offense in Texan courts, though such has been the law for years.

"The Texas Bankers Association promptly paid the reward in the case of the first two killings as soon as the particulars were authenticated, and the other reward or rewards will be paid in due course. The Association will provide the money to assist in the prosecution of the gang under arrest and those charged with being implicated in recent bank robberies, of which there are eighteen or nineteen. For an indefinite period in the future the Association will continue to pay a reward of $5,000 to every citizen who kills a bank robber, and will maintain the policy of not paying a cent for the apprehension of one alleged bank robber alive."

* * *

The American people from the beginning had an adequate conception of the purposes of government. They have stated it in the preamble of the Federal constitution—"to form a more perfect Union, establish justice, insure domestic tranquility, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity."

There had been previous indictments of American governments because of their failure to insure justice. The vigilantes of Montana, the vigilantes of San Francisco, and the Ku Klux Klan of the 1870's in the South are examples that readily suggest themselves of the resources of the private citizen when the government has abandoned its duty.

The president of the Texas Bankers Association emphasizes that the conditions which heretofore existed in Texas were not worse than in other states; that in some respects they are worse in many of the states than in Texas, especially in states containing very large cities.

What are the citizens of other states to do? Clearly what they should and have it in their power to do is to elect officers, whether administrative or judicial, who will give effect to the laws, which, through their legislative branch, they have caused to be enacted. They can continue in office for much longer periods officers who have demonstrated their capacity and character. They can reward these officers by selecting them for more advanced responsibility as opportunity occurs. They can give life and vigor and sternness to the whole constitutional government and restore it to the effectiveness that our forefathers so clearly had in mind when they constituted it. What is unquestionably the best structure of government ever devised by man has become a government as badly administered as almost any now functioning. If it is to be maintained as a government and not to be superseded by vigilantes, or private associations, or fascitis, we ought all to turn to and restore it to what it once was. And this should be the more easy to accomplish. In some fields an opportunity is offered every year, and this year an opportunity the greatest in four-year periods.

Police School Graduation

ONE hundred and thirty-two members of the New York State Police School's Class of 1928 received diplomas at the annual graduation exercises in The Hendrick Hudson Hotel, Troy, N. Y., on Thursday evening, February 16, last. Major John A. Warner, superintendent division of state police, presided and the graduation address was by William L. Thompson, regent of the University of the State of New York. The annual banquet and entertainment followed these exercises.

Police departments represented in the membership of the class included the New York State Troopers, Maryland State Police, West Virginia State Police, New York Central Railroad Police, Delaware and Hudson Railroad Police, and those of Troy and Cohoes, N. Y. In each of the six years since the school was organized, The Delaware and Hudson has had officers in attendance.

Bowlers Go to Kansas City

TEN members of The Delaware and Hudson Athletic Association's Bowling league are expectantly happy as this issue of *The Bulletin* reaches our readers. The reason for their exuberance lies in the fact that on Saturday evening, March 17, they will leave Albany at 8:09 o'clock, in a special Pullman coach, for Kansas City, Mo., to participate in the Twenty-Eighth Annual Tournament and Convention of the American Bowling Congress and hoping that they may share individually and collectively in the division of prizes aggregating $80,000. In this respect they may consider themselves as most fortunate since no other league in either Albany or Troy will be represented at the Congress.

Those who have earned the privilege of making the trip, by reason of their high averages in the league, are H. G. WALDBILLIG, WILLIAM FOLEY, FLOYD CLOUGH, J. A. BEALE, JR., EDWARD EVERS, A. J. BLAISING, ROBERT GEMBERLING, IRVING KELLEY, E. B. SNIFFEN and ALFRED CRUIKSHANK. They will be accompanied by J. R. LINDSAY and E. J. RYAN, president and secretary of the league, respectively, and will travel via the New York Central to Cleveland, thence by the Big Four to St. Louis and then over the Wabash to Kansas City. Arriving at their destination at 7:05 o'cock Monday morning, March 19, they will have until Tuesday night to rest up in as well as visit the alleys in the American Royal Building where the tournament which began on March 3 and will continue until April 2, is in progress. Twenty-eight alleys are being used.

On Tuesday night the men will go on the runways in two five-man teams, as follows: *First team*—WALDBILLIG, FOLEY, CLOUGH, BEALE and EVERS. *Second team*—BLAISING, GEMBERLING, KELLEY, SNIFFEN and CRUIKSHANK. Then on Wednesday they will participate in the doubles and singles, the lineup for the former being as follows: WALDBILLIG and FOLEY, BEALE and SNIFFEN, CLOUGH and CRUIKSHANK, EVERS and BLAISING, and GEMBERLING and KELLEY. KELLEY goes as a substitute for A. J. FERRIS, whose illness keeps him at home.

The return trip will begin Wednesday night.

Where Do Railroad Earnings Go?

(Continued from Page 87)

pay rentals for their use. The items of "hire of equipment and joint facility rentals" amounted to $62 per railway employe.

When all these items—labor, materials and supplies, fuel, loss and damage, etc., depreciation and retirements, taxes, hire of equipment, etc.,—are added together they are found to total $2,906. This is 81 per cent of the average of $3,587 of earnings collected per person employed. There is left $681, or 19 per cent of the total average earnings per employe, to account for. This amount that is left after payment of all operating expenses and taxes is what is called "net operating income," and is the return that is earned on the capital invested in the railroad industry. Upon how much investment is it earned? The total investment in the railroads in 1926 amounted to $24,290,196,788. This, on the average, was $13,652 per employe. The net operating income of $681 per employe, therefore, amounted to 4.99 per cent on the investment per employe.

Now, of course, each railway employe did not receive the average wage that has been mentioned above. Some received less, some more. But there is one question in which they are all about equally interested. This is as to how they can get higher wages. That is not unnatural. It is a very unusual man who does not want to increase his income, whether it be large or small. It is perfectly evident, however, that railway wages must be paid out of railway earnings. Therefore, the average wage per employe cannot be increased unless either, first, the average total earnings collected by the railways for each person employed by them are increased, or, secondly, some or all of the other items of outgo that have been mentioned are reduced.

The first suggestion that would be offered by some persons would be that the item of $681 net operating income per employe might be reduced and that what was taken from it might be added to the average wage. As we have seen, however, this amounted to only 4.99 per cent upon the average investment per employe. Is it reasonable to believe this is an excessive return to be earned upon investment in railways? Does any railway employe know where he can go to borrow money at as low a rate of interest as that? In the long run, if the railways were restricted to a lower return upon their investment they would become unable to get more capital for investment. That would arrest the expansion of their facilities, and they would soon become unable to handle additional traffic. It would likewise prevent them from raising capital for making improvements to effect economies in operation. Capital will refuse to enter railway service if refused satisfactory pay, just as men would refuse to enter their employment if refused as good wages as they could get in other industries.

The total amount that the railways pay for materials and supplies used in maintenance each year is as much as the total return they earn upon their investment. The amount they spend for fuel each year is more than one-third as great as what they earn upon their investment. Employes can help make possible higher wages in the long run by actively assisting the managements to use materials and supplies and fuel more efficiently, to reduce loss and damage to freight and to reduce injuries to persons by increasing the safety of operation.

There are some other points of even greater importance that all employes might well consider. One of these is in regard to taxes. For years the taxes of the railways have increased more in proportion than anything else for which they have to pay from earnings. Since 1919 their taxes have amounted to more than the dividends they have paid to their stockholders. Every time their taxes increase there is just that much taken from railway earnings that cannot be paid in wages to employes or in returns to investors. Railway employes are citizens and have much influence in their respective communities and states. It would be in their own selfish interest to use their influence to stop the increases and cause reductions in railway taxes.

Another point of even more importance is in regard to the way the total earnings the railways receive are determined. Their total earnings depend, first, upon the amount of traffic that they handle, and, secondly, upon the freight and passenger rates they are allowed to charge for handling it. Their rates are fixed almost entirely by the Interstate Commerce Commission. Every time a rate is reduced there is a reduction in the total earnings that otherwise would be received. Now, freight rates have been in process of reduction ever since 1921. The earnings of the railways from their freight business were estimated at about one billion dollars less in 1927 than they would have been if these reductions had not been made. That amounts to about $550 a year per railway employe. The tendency of regulation is to take from the railways by reductions of rates everything saved by increased efficiency of operation as fast as it is saved—in fact, to take it even before it is saved.

It is a very strange thing that most railway employes do not seem to understand the effect this tends to have not only upon the return the railways can earn upon their investment, but also on the wages they can pay. Advances in wages are often sought, but there has never been a case during the six years in which these reductions of freight rates have been going on in which railway employes have appeared before the Interstate Commerce Commission to oppose them. The railways have resisted reductions of rates; western railways have tried to get them advanced; but they have never had any assistance from their employes in doing so, although it is plain that the amount of wages they can pay depends mainly upon the amount of total earnings they are allowed to make.

Railway employes have a direct interest in increasing the efficiency of operation. They also have a direct interest in stopping increases in railway taxes and reductions of railway rates. Each of these things has an influence on wages. The efficiency of operation, the taxes collected from the railways and the rates they are allowed to charge will, taken together, in the long run, mainly determine the wages they can and will pay.

Track Work Shows Improvement

(*Continued from Page 86*)

BEST DIVISION BRANCH LINE SECTION

Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Champlain	M	11	88.2	J. Battisti	Onchiota	$100 (1st)
do	M	12	87.0	F. Alphonse*	Bloomingdale	50 (2nd)
Saratoga	I	6	91.1	H. F. Parker	Warrensburg	100 (1st)
do	J	1	88.0	B. Izzo	West Rutland	50 (2nd)
Susquehanna and Pennsylvania	D	9	83.8	A. Falzarano	Sharon Springs	100 (1st)
do	Jonesdale	1	80.5	J. Ross	Carbondale	50 (2nd)

* Won first prize for "Best Branch Line Section—All Divisions" and "Best Division Branch Line Section" in 1926.

BEST YARD SECTION
(First Class)

Division	Sub. Div.	Section	Average	Foreman	Location	Prize
Saratoga	F	5	83.9	D. Moffre	Colonie	$100 (1st)
do	F	1	83.8	F. Day	So. Albany	50 (2nd)
			(Second Class)			
Champlain	L	4	98.4	B. Lorado*	Plattsburg	100 (1st)
Susquehanna	E	7	93.5	T. Pasquarell	Schenectady	50 (2nd)

* Won second prize for "Best Yard Section (second class)" in 1926.

SECTION SHOWING GREATEST IMPROVEMENT

Division	Sub. Div	Section	Foreman	Location	Prize
Champlain	K	8	B. Edzo	Port Henry	$50 (1st)
do	K	4	M. Alteri	Montcalm Landing	25 (2nd)
Saratoga	F	11	J. Izzo	Mechanicville	50 (1st)
do	F	5	D. Moffre	Colonie	25 (2nd)
Susquehanna	E	7	T. Pasquarell	Schenectady	50 (1st)
do	D	9	A. Falzarano	Sharon Springs	25 (2nd)
Pennsylvania	Honesdale	3	F. Adams	Waymart	50 (1st)
do	do	2	W. Todman	Farview	25 (2nd)

An Old School Graduate

(*Continued from Page* 84)

while in the employ of the New York Central, was his conductor.

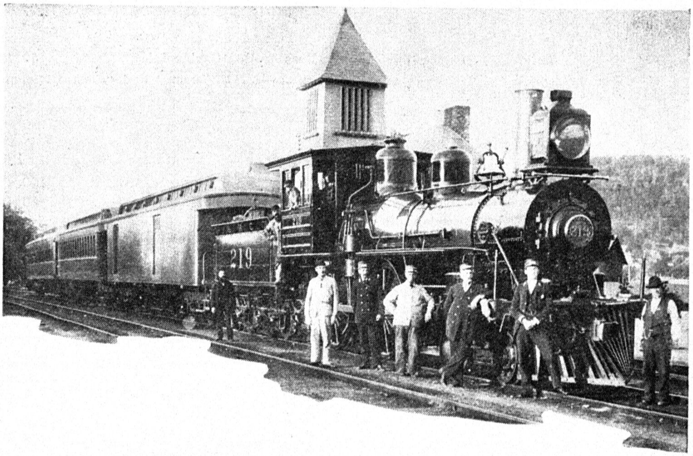
Jack Howe, who afterward lost his life in a collision between a runaway car and a passenger train on the Lake George branch, displaced him on this run and then he went on the main line where he remained until December 27, 1911. He first ran in freight service between Schenectady and Port Henry, and then between Green Island and Port Henry. Early in November (it was just after election day), 1880, he was sent to Mechanicville with the first switcher, an A. & S. brick burner the name or number of which he does not recall, to be used in that yard, and held that job for about two months. Then in the spring of 1886 he got a sleeper run between Whitehall and Albany No. 2 on one side and No. 7 on the other, which he held continuously for twenty-five years and six months.

On January 1, 1912, having given up this run, he began running between Rutland and Eagle Bridge on the " short milk " and continued at that work for fourteen months when he was displaced by an older man. Next he bid in Nos. 130 and 133, Rutland to Albany and return, which he held from April, 1913 until December 3, 1926. He left the service on December 31, that year.

That an engineman can become attached to his locomotive, he does not deny. This really amounts to something more than mere attachment, something akin to love. He experienced this feeling and therefore knows whereof he speaks. The " 219 " which he had for twelve years on the sleepers was a favorite with him; the " 432 " with which he hauled trains 130 and 133, was another; and the " 508," which he ran when it first came on the road, he rates as one of the best locomotives of its class ever built.

He has been twice married. His present wife, a sister of Tom Kerslake, an engineman on the Rutland and Washington branch, whom he married in May, 1913, was formerly Mrs. N. Baker. Two sons, Walter and Frank, by his first wife, reside in Philadelphia. A brother, Frank, who became a conductor on the Northern Pacific, died in 1918.

He is a member of The Brotherhood of Locomotive Engineers, Division 87, of Troy, N. Y.



On the ground (left to right)—Tommy Summerfield, boilermaker; Expressman (name not recalled); Jim Crammon, trainman; Ed. Abbott, baggageman; Theodore Vanderwerken, trainman; Frank Conaughty, conductor; and Harvey Terry, switchman. Mr. Richards is in the gangway and in the cab window is his son, Frank. Will Greenwood, the fireman, is also in the cab.

Clicks from the Rails

Plan Cooperative Railroad Course

The creation of a cooperative course in railroad operation, combining scientific instruction at Massachusetts Institute of Technology, with fundamental practical training on the Boston & Maine, has been announced jointly by the Institute and the Boston & Maine, says the *Railway Age*. The new course, which has been under consideration for nearly a year, will be carried out under the department of civil engineering of the Institute, and will consist of four years of undergraduate work, one summer camp, a full year of postgraduate work, and one special summer term. Dovetailed with this technical instruction, will be a year and one-half of practical employment, on the Boston & Maine, the two parts of the course alternating at intervals after the second year of undergraduate instruction.

* * *

Europe's Mightiest Locomotive

Europe's mightiest locomotive, which is eighty-five feet in length, weighs 186 tons and has a tractive power of 44,000 pounds, was constructed in Munich during the latter part of last year for the South African Railway Administration. Due to the steep grades and sharp curves of the line there are three pairs of drivers at each end of the locomotive, driven by twin-cylinder steam engines. It is equipped with steam driven reversing gear. The work of the fireman is greatly reduced by a Duplex mechanical stoker, thereby giving him more time to watch signals.

* * *

75-Year-Old Switchman

William E. Hadley, assistant yardmaster in charge of passenger trains for the Missouri-Kansas-Texas in its Parsons, Kas., yards is seventy-five years old and has been a railroad man for fifty-nine years, and is still switching cars with "the best of them," according to the Parsons *Sun*. All of these facts were noted with pride by his associates on his birthday anniversary recently, when they gave him a new pipe, tobacco pouch and more tobacco than he could get together in a bushel basket.

Makes Fastest Passenger Run

On January 25, last, a Cleveland, Cincinnati, Chicago & St. Louis passenger train, running between St. Louis, Mo., and Cleveland, O., maintained an average speed of 65.5 miles an hour on the 514.7-mile stretch between Granite City, Ill., and Berea, O., which is conceded as being one of the fastest runs ever made over a distance of 500 miles or more. Deducting the fourteen minutes occasioned by delays for water and changing locomotives, the average speed is increased to 67.3 miles per hour. On June 13, 1905, a Lake Shore and Michigan Southern train of three cars covered the 525 miles between Chicago and Buffalo at an average speed of 69.53 miles an hour. The recent run between the Cleveland, Cincinnati, Chicago & St. Louis was made to enable A. H. Harris, vice president of the New York Central, to catch the Southwestern Limited at Cleveland and so reach New York in time to attend the funeral of Ira A. Place a vice president of the Central's organization.

* * *

Recalls Pioneer Railroad Scene

Scenes that were somewhat common in the days when the railroads of our country were being built and opened for traffic, were re-enacted on February 4 last, when, for the first time following the great flood on November 2, a train was run from St. Albans to White River Junction, on the Central Vermont. Passengers on the train included Governor Weeks of Vermont and other prominent citizens, railroad officials, and newspaper men. Great crowds of joyous people, who had turned out with bands, flags and banners of welcome, greeted the train at every station en route. At Montpelier, the train was halted while a reception took place in the State house and addresses were made by Governor Weeks, John W. Redmond, receiver for the road, and Sir Henry Thornton, head of the Canadian National, and others.

* * *

Fifteen Class One railroads operated at a loss in 1927. Seven of these were in the eastern, two in the southern and six in the western district.

Name Locomotives After Regiments

Twenty-four locomotives of the London Midland & Scottish railway's "Royal Scot" class, which are used for hauling the world's record non-stop train, will be named after famous British regiments. The names selected are: Royal Scot, Royal Scots Grey, Black Watch, Royal Scots Fusilier, Scottish Borderer, Cameron Highlander, Gordon Highlander, Argyll & Sutherland Highlander, Seaforth Highlander, Royal Engineer, Grenadier Guardsman, Royal Fusilier, Sherwood Forester, Dragoon Guardsman, Coldstream, Scots Guardsman, Irish Guardsman, Welsh Guardsman, Royal Welsh Fusilier, Lancashire Fusilier, Royal Inniskilling Fusilier, H. L. I., Royal Ulster Rifleman, and Royal Irish Fusilier.

* * *

Net Ton Miles Show Decrease

Although the volume of freight traffic handled by Class One railroads in November, 1927, amounted to 37,227,800,000 net ton miles, the total was less by 6,132,337,000 net ton miles, or 14.1 per cent, than that for November, 1926. The first eleven months of the year showed a decrease of 8,502,584,000, or 1.9 per cent, under the corresponding period in 1926. The decrease of 20.8 shown in the eastern district in November was the largest of any.

* * *

One Mile Out of Four for Taxes

The country's rail transportation plant must operate about one mile in every four to pay its tax bill, which in 1925 was about one million dollars a day.

In 1926, railroad taxes mounted to new high records, the increase over 1925 exceeding $100,000 a day.

Taxes are being increased as rapidly as elections can be held to vote them. Yet no one seems disturbed; no one to realize that the situation is alarming and dangerous—FROM *E. W. Howe's Monthly*.

* * *

Approximately 750 million dollars will be spent by the railroads of the United States and Canada during the current year for new equipment, additions and improvements.

Let Us Be Better Men

LET us be better men!
Let us find things to do,
Saner and sweeter than any yet,
Higher and nobler and true!

Let us be better men!
Let us begin again,
Trying all over the best we know
To climb and develop and grow.

Let us be better men!
Whether with pick or pen,
The labor we do is a work worth while
If our hearts are clean and our spirits smile,
And out of the ruck and rust and stain
We make some growth and we mark some gain.

Let us be better men!
In a world that needs so much
The loftier spirit's touch.
Let us grow upward toward the light,
Wedded to wanting to do the right,
Rather than wedded to human might.

—*Author Unknown.*